

Morgantown Pedestrian Safety Board Meeting Agenda
Public Safety Building - Morgantown, WV
Monday, December 2, 2013, 4:30 – 5:30 PM

The Morgantown Pedestrian Safety Board's mission is to promote a walkable environment throughout the City by developing safe, attractive, and accessible walkways that connect neighborhoods and destinations.

- I. Call to Order
- II. Attendance Check
- III. October minutes approval (see pages 2-4)
- IV. Old business (10 minutes)
 - a. Streets Alive Morgantown ("Open Streets") update (see pages 5-7)
 - b. *Policy committee*: Transportation Commission proposal update (Abildso)
 - i. Nov 4th meeting with Mikorski, Fletcher, Nutter, Selin, Gmeindl
 - c. *Evaluation committee*: **National Bicycle & Pedestrian Documentation Project**
 - i. Spring count date? April 25th is last day of WVU classes (Cohen & Harshbarger)
 - ii. Identify a leader (with MPO?) and volunteers (WVU students?)
 - d.
- V. Committee Reports (15 minutes)
 - a. Traffic Commission (Abildso, Davis):
 - i. November meeting- presentation by Police Chief Preston
 - 1. **NEED VOLUNTEER** to work with Chief on partnership to improve pedestrian safety
 - ii. Future of Traffic Commission – **NEED VOLUNTEER** for 1st Wednesday meetings (beginning December 4th)
 - b. City Engineer report (Davis)
 - c. MPO (Austin)
 - i. MPO CAC meeting Nov 14th (Abildso) see agenda, including Mileground pedestrian counts (see pages 8-9)
 - ii. <http://plantogether.org/CAC%20Meeting%20Package%20Nov-2013.pdf>
- VI. New business (30 minutes)
 - a. Presentations about crosswalk design policy implications by graduate students Kali Aloia and Chelsea Dunaway
 - b. Letter to DOT re: Mileground (see page 10)
 - c. Letter to DOT re: Riddle Avenue (see page 11)
 - d. Preparing for presentation to City Council Committee of the Whole Meeting
 - i. **Who will lead?**
 - ii. Content to include
 - 1. Updates to our Plan
 - 2. Recommended changes to city code
 - 3. Recommended funding mechanism for Pedestrian Safety Plan
- VII. Next meeting – January 6, 2014, 4:30 – 5:30 PM

Morgantown Pedestrian Safety Board Meeting Minutes
Public Safety Building - Morgantown, WV
Monday, October 7, 2013, 4:30 – 6:00 PM

The Morgantown Pedestrian Safety Board's mission is to promote a walkable environment throughout the City by developing safe, attractive, and accessible walkways that connect neighborhoods and destinations.

- I. Call to Order (4:30 PM)
- II. Attendance - Christiaan Abildso, Bill Reger-Nash, Bob Anderson, Jimmie Simmons, Mike Fike, Matthew Cross, Bob Anderson, Bill Austin, Jordan Francis, Maria Smith, William Blosser, Joe Klass, Gaurav Gautan, Vanessa McGann, Emily Eddy, Esther Acheauparg, Maria Smith, Susan and Daniel Muzak, John Honaker, Fyger Kirk, Matthew Cross, Emily Sasala, Kelsey D. Ash
- III. Open Section: Presentation by Susan Muzak about having been knocked down and run over by a car while crossing Spruce St. The driver was an 86 year old woman. It was a clear morning, no parked cars were around to obstruct her view. Susan was hit by left front corner of her car, the front wheel ran over her left leg and right rear wheel ran over her shoulder, barely missing her head. She is gratefully alive only because of the extraordinary life-saving surgery at Ruby Hospital. She spent extensive time as an outpatient at Health South. Her hospital bills are currently at \$150k. Susan believes that elderly person should not have been driving. Discussion. It appears that West Virginia has no current requirement for drivers' recertification. The accident is in the process of litigation.
- IV. September minutes approval (See pages 3-4). Motion to approve by Bill Reger-Nash, second by Matthew Cross, Passed by unanimous voice vote.
- V. Old business
 - a. Open Streets, next steps. There will be a 7:30 pm – 8:30 pm organizational meeting on October 16 in Training Room I of the Public Safety Building (**proposal at:** <https://docs.google.com/file/d/0B6dJ1zgucjFJMI90MXhsZlFEbkk/edit?usp=sharing>)
 - i. It was suggested that the following be invited: Lauren McFall of Elegant Alley Cat, Barbara at Arrow Gifts, Charlie at Tanner's Alley. Bill Reger-Nash asked those making the suggestion invite these merchants to attend.
 - b. Nov 6 Traffic Commission will consider name change to Transportation Commission
 - c. National Transportation Data collection, Crash per user, Spring project, Drs Dwight Harshbarger and Stan Cohen
 - d. Christiaan Abildso did advocacy work with WAJR, WVU News, Dominion Mag
 - e. Events (Abildso):
 - i. Media: WAJR morning show; WVU News, DP, and Morgantown Magazine
 - ii. Pro Walk/Pro Bike/Pro Place – Pittsburgh September 18th
 1. Result – find alternatives to alternative funding
 - iii. Parking Day PARK(ing) Day - Friday, September 20th in downtown Morgantown, Parking spot for ½ day, Mayor in attendance.
 - f. Advocacy Advance Training MAP-21 Sept 26, Connecting Communities Statewide, Examine alternatives, **Mr Keller of DOH = if you have local match, they are willing to cooperate.**
 - g. *Evaluation committee:* **National Bicycle & Pedestrian Documentation Project**
 - i. Spring count date? April 25th is last day of WVU classes (Cohen & Harshbarger absent—NO report given)

- ii. Identify a leader (with MPO?) and volunteers (WVU students?)

VI. Committee Reports (15 minutes)

- a. Traffic Commission,
 - a. Wyllie St. Temp closure. MUTCD precludes the kinds of sidewalk closure used in the Panera closure of sidewalk. However, WV has its own manual about requirements. Christiaan will examine these materials. Contractors and city were not thinking of ped issues.
 - b. WVU Construction presented projects. Missed opportunities for peds.
 - c. Wyllie Street has trash cans on sidewalks
 - d. South High – 6,000 cars go through per day and 900 cars go through intersection exceeding speed limit in South Park where man was struck and killed. 50% chance of being killed when struck at 30 mph. This is a city street, which has a higher likelihood of responding.
 - e. Next Traffic Commission Meet, Nov 6, @ 6:30 pm. Police Chief will be present.
 - f. In Pitt, walk signal lights go with green light, after a two section delay for traffic. In Seattle, they will ticket peds for crossing and not following walk signals.
- b. City Engineering Report - none
- c. MPO by Bill Austin.
 - a. Citizens Advisory Meet this Thurs, PRT improvements to improve technology, proposed Round About improvement at Univ Ave and Collins Ferry

VII. New Business

A) Work Session – Update list of projects from the 2010 Plan

B) Prepare for Oct 29th Committee of the Whole ask to City Council regarding update Ped Safety Plan. **What is the ask?** Christiaan went to City Council in Jan and asked for \$200,000 for 20% match for \$1 million in projects. THE TIME IS NOW! We have a hard working City Council.

- Funding for engineering, enforcement, project list?
- Jimmie Simmons recommends specific policy elements, eg post office intersection, Grumbein Island education, flyers, Implement engineering studies, Right turn on Red at Burroughs, Jimmie suggests we identify and save the three safe cross walks.
- Matthew Cross recommended establishing a Student Ped Safety Board. Urban planning team for credit.
- Sources of monies: speeding tickets, worker fee, property assessment, Fatalities and injuries in Motown cost city \$2 million per year.
- Matthew Cross – Upgrade ped corridors
- Bill Reger-Nash suggested a comprehensive social marketing campaign which would encompass the six Es of the Pedestrian Safety Plan (namely, education, engineering, enforcement, equity, evaluation, and one more). This proposal could be incorporated into the 2014 Spring Participatory Planning. As part of the planning process, task forces would address component parts, such as funding, Open Streets, Enforcement, the target message, the target audience, the time frame (probably take 18 months to plan for a 2015 program launch). We could ask the city and WVU for a \$25,000 match for two years starting in 2014 (\$50,000 each, total \$100,000, which would represent 20% of a \$500,000 Morgantown Pedestrian Safety campaign beginning in 2015).

- The monies would be used to develop effective messages, production of two 30-second television ads, two 60-second radio ads, and two 1/8 page print ads for newspapers and other print. These materials could also be used as part of our social media. We would need to hire a ½ time coordinator initially and a full time coordinator after 6 months. Money would be needed for evaluation, which would possibly include random digit dial telephone surveys to ascertain the results. Program and evaluation would be fleshed out during the 10-week participatory planning, which would begin January 2014 and include 50-75 community stakeholders and residents at large.
- This Social Marketing Campaign model would serve as a prototype for other communities throughout West Virginia and possibly elsewhere.
- STEPS: Needs Assessment, Planning, Implementation, Evaluation

VIII. Next meeting – November 4, 2013, 4:30 – 5:30 PM

Meeting adjourned at 5:55 pm.

Streets Alive Morgantown

Meeting Minutes

**Public Safety Building, Conference Room
8:30 am to 9:30 am
November 11, 2013**

Program Goals: “Open streets initiatives temporarily close streets to automobile traffic, so that people may use them for walking, bicycling, dancing, playing, and socializing.” (<http://openstreetsproject.org/>) These initiatives exist to increase the economic and social vitality of the downtown.

1. **Call to order 8:30 am.**
2. **Introductions (1 minute each): Bill Reger-Nash, Christiaan Abildso, Carol Rotruck, Matthew Cross, Bill Kawecki, Mike Fike, Janna Warman, Barbara Watkins, Jordan Francis**
3. **Review of Minutes of October 30, 2013**
4. **Comments by Barbara Watkins, First Friday Coordinator for Main Street Morgantown.**
 - a. Eleven Businesses are staying open till 7 pm or later.
 - b. Periodically get musicians to play downtown.
 - c. April through December, skips the colder months
 - d. Advertising for First Friday done by businesses
 - e. Possible issues include Funding and WV Dept of Highways
 - f. Other Main Street Morgantown events include Chocolate Lovers in April (Saturday), Kid’s Day in July (Saturday), Motown Throwdown in September, Arts Walk in October, and for the past three years, Small Business Saturday in November, which is advertised in the newspaper, social media, and radio and sponsored by American Express nationally.
 - g. Key ingredients of successful events: advertising (banner across the street, social media). Kid’s activities, other activities.
 - h. Plenty of parking downtown, but many people think that there is little parking. May not be able to park in front of the exact business you may want to enter, but garages are usually available.
 - i. Suggestion to start small, evaluate the event, then make it bigger.
 - j. Deliveries should be done before this time frame
 - k. Parades close street down 5:30 – 7:30 pm. Our First Friday Streets Alive events might use that same time frame.
5. **Other Committee Comments**
 - a. **The decision was made to incorporate the Streets Alive Morgantown concept in with existing Main Street Morgantown First Friday programs**
 - b. Possibly target that First Friday in June, when there is more light and the weather is warmer.
 - c. Start with one focused bike oriented event which could be coordinated in conjunction with the fine Morgantown bike resources, such as the Bicycle Board, Walmsley, Pathfinder, and Positive Spin.

- d. Concerns about trying to shut down just one lane. For safety, we should close down the entire street.
- e. Have an incentive to bring people down, maybe 10% off in the various shops, restaurants, and retail outlets.
- f. Advertisements to include cross-street banners downtown, on the University Ave overpass, and on the Beechurst / Stansbury overpass.

6. Mike Fike

- a. Similar to Chocolate Lover's, maybe have a drawing
- b. Close the streets for a good reason, get them filled
- c. Involve the school system to include youth bicycles downtown

7. Carol Rotruck

- a. Participated in Wine walk in Sewickley, Pa. Lovely event.
- b. Close down lower street from Walnut across the bridge to the street next to the Board of Ed bldg. However, this section is hilly.
- c. Community event might include a helmet check and other bicycle related events in businesses
- d. Specific request for cones, police, city workers etc. City will probably cooperate with those requests

8. Matt Cross

- a. Provide free parking in the main lot adjacent to the Public Safety Building. Free parking would be an incentive, coupled with business incentives. Designate the garage for people to park in and unload their bicycles.
- b. We need to deal with homeless and rough people on Walnut and Wall Streets. Having a police force present may help families feel more comfortable

9. Christian Abildso

- a. Incentive for kids to complete a certain amount of bike laps
- b. Focus on a specific ideas for each sponsored Streets Alive First Friday Event, such as yoga, bicycling, music, walking
- c. Involve the bicycle clubs at schools
- d. Police and or Bike Board programs for bicycle safety

10. Janna Warman

- a. BMX?
- b. Have activities for trick riders, maybe a demonstration
- c. Walk for a charity, possible event later in the year, such as in conjunction with the Zombie Walk.
- d. Walk a certain amount to benefit a charity

Next Steps Action Plans:

- a. Free Parking**
- b. Bicycle Subcommittee**
- c. Contact Bike groups and vendors**
- d. Banners**

Person responsible

Matt Cross
Carol Rotruck
Christiaan Abildso
Matthew Cross:

Sub-Committee Meeting, January 13, Public Safety Building, Conference Room, 8:30 am to 9:30 am

- Carol Rotruck will coordinate this Streets Alive First Friday Meeting
- Sub-committee to include Carol Rotruck, Matthew Cross, Janna Warman, Christiaan Abildso, and others.
- Focused on the June 6, 2014, First Friday

Next Streets Alive Committee Meeting: February 24, Public Safety Building, Conference Room, 8:30 am to 9:30 am

Meeting adjourn at 9:40 am

Minutes respectfully submitted by Jordan Francis.

COUNT RESULTS

Data Summary

Pedestrian and bicyclist counts are summarized in Table 2. Weather conditions during the counting days were cloudy or sunny, with temperature ranging from 53F to 86F.

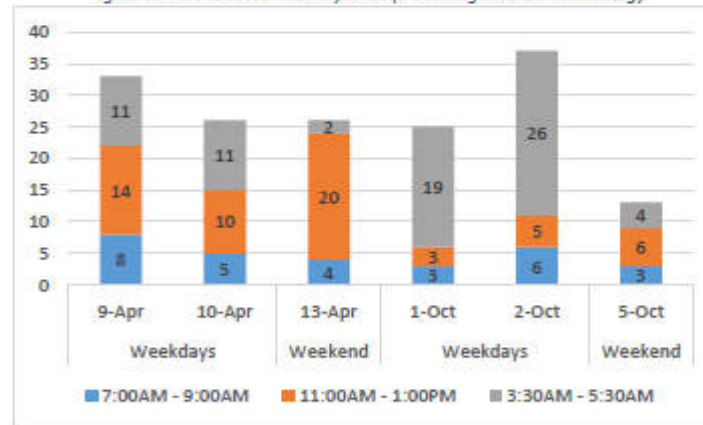
It should be noted that mid-block crossings are separated from pedestrian counts. Most mid-block crossing occurs between the parking lots on either side of the Mileground owned by John Howard Motors. These pedestrians have different destinations than those walking along the street. Separating the two types of pedestrian activities avoids potentially misleading conclusions and more accurately reflects the reality of pedestrian activities on Mileground Rd.

Table 2: Count Data Summary

	Pedestrians	Mid-Block Crossing	Bicyclists
Total	160	174	9
All Days	Ave. 27 / Day	Ave. 29 / Day	Ave. 1 / Day
Weekdays	Ave. 30 / Day	Ave. 39 / Day	Ave. 2 / Day
Weekend days	Ave. 20 / Day	Ave. 10 / Day	Ave. less than 1 / day

Pedestrian traffic volume is illustrated in the Figure 1.

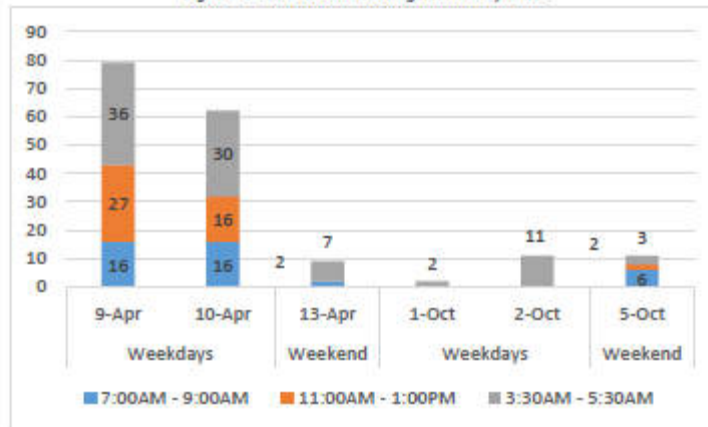
Figure 1: Pedestrian Counts by Date (excluding mid-block crossing)



Mid block crossings are illustrated in Figure 2.

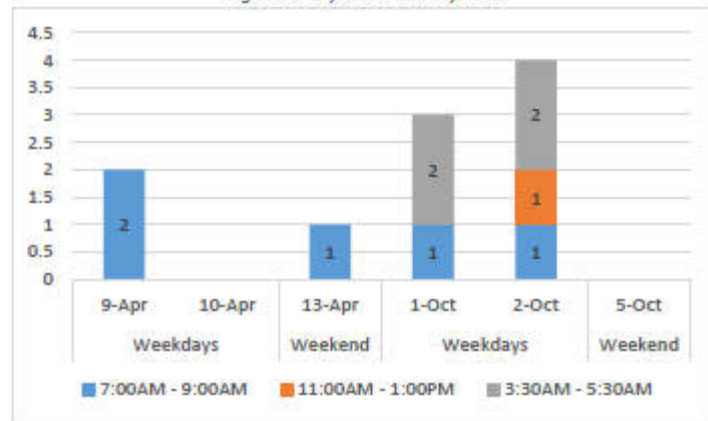
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Figure 2: Mid-block crossing Counts by Date



Bicycle traffic volume is illustrated in the Figure 3.

Figure 3: Bicyclist Counts by Date



Key Findings

Based on the data collected and interviews with manual counters, MPO staff have identified, albeit inconclusively, the following characteristics of non-motorized traffic conditions on Mileground Road.

— Regarding pedestrians, it is recognized that:

- More pedestrians were observed during weekdays (76%) than weekend days (24%)
- More pedestrian were observed during afternoon hours between 3:30PM and 5:30 PM. (Afternoon hours 46%, noon hours 36%, morning hours 18%)
- No significant discrepancy was observed between the spring and fall counts.
- It was not uncommon for the same pedestrian to be counted multiple times, when he/she walked to and from one place.

December 2, 2013

Paul A. Mattox
Cabinet Secretary WV Department of Transportation
Building 5; 1900 Kanawha Blvd E
Charleston, WV 25305

Dear Secretary Mattox,

Re: Proposed Mileground Widening and Pedestrian Accommodations

In 2013, the West Virginia Division of Highways reconstructed the intersection of WV705 and Mileground Road, installing a roundabout that has significantly improved the flow of traffic. *I applaud the DOH for the use of the latest engineering guidance* even though a roundabout is novel to the residents of WV and largely misunderstood. By all accounts it has been a tremendous success. I am writing because of the potential for an even more significant improvement to the main section of the Mileground from Airport Boulevard to the new roundabout, designated for reconstruction in the next few years. Four-lane and five-lane cross-sections are being considered. A five-lane with dedicated turn lane, no sidewalk, and no dedicated crossing, as some are calling for, would create a disastrous, impassible situation for pedestrians similar to WV705 near the WVU Coliseum, where numerous crashes occur weekly and a pedestrian was recently hit and killed. Many workers, residents, and children would benefit from improved safety for pedestrians.

During the TIP amendment approval process, I, and my fellow members of the MMMPO Citizens Advisory Committee, requested that a four-lane road with raised median, sidewalk on the west (school) side and dedicated, signalized crossing for pedestrians at John Howard Motors be constructed. The data collected by the MMMPO support the original request and we strongly urge that the DOH continue to act using sound engineering principles to support worker, resident, and child safety. The MMMPO's own analysis from April has shown that, even in the current conditions with absolutely no pedestrian infrastructure on a two-lane road with dedicated turn lane and 35 mph speed limit, roughly 70-80 people cross the road and 30 walk along it during 6 hours of observation (7-9am, 11am-1pm, 3:30-5:30pm) during a normal business day. As expected, many crossings occurred at or near John Howard Motors, a popular car dealership with properties on both sides of the road. A logical assumption is that many more walk along or across the road and should be protected. They are currently protected by the poor flow of traffic and low speed. Thus when the road is widened to increase the number of lanes, traffic speed will likely increase, further decreasing pedestrian safety.

Again, *I applaud the DOH for using the latest FHWA research and guidance, and ask they continue to support pedestrian safety by constructing the four-lane cross-section as requested on the Mileground.* Unless the above considerations are made, I will respectfully ask the MMMPO to deny the WVDOH proposal to amend the TIP.

Sincerely,

Christiaan Abildso
Chair, Morgantown Pedestrian Safety Board
walkmgw@yahoo.com

Paul A. Mattox
Cabinet Secretary WV Department of Transportation
Building 5
1900 Kanawha Blvd E
Charleston, WV 25305
Dear Secretary Mattox,

I am writing to you to express concern for the safety of local neighbors who live near North Elementary School, one of the few remaining community schools in Morgantown. Thousands of residents choose to live along Riddle Avenue (map at: <http://goo.gl/maps/VPDqP>) because of its proximity to major employers (Mon General, WVU Hospital, WVU Health Sciences Center, Mylan Pharmaceuticals, and NIOSH) and North ES. As Chair of the Morgantown Pedestrian Safety Board, I have received numerous complaints from pedestrians who need to cross Riddle Avenue in order to go to or from school and work. The majority of that area is beyond City limits, thus under the WVDOT's responsibility.

Some parents choose to walk with their children to school prior to walking to work - a major benefit to the overburdened transportation system in Morgantown - but have commented about the extremely unsafe conditions. Many parents, to the detriment of our transportation system, choose to drive the short distance but have told me they would walk to school with their children if only there were a safer way to cross Riddle Avenue. In addition, high school students get off of the school bus at the corner of Riddle Avenue and Pineview Drive and then need to cross the street unprotected.

We ask the WVDOT to study the Riddle Avenue corridor from West Run Road to WV 705 for pedestrian enhancements including crosswalks, sidewalks, and/or warning signs/signals in concordance with SB158 (The Complete Streets Act). In an era of rising transportation costs and rates of childhood obesity in WV, we believe improving the non-motorized transportation infrastructure in that area would be a major benefit to the residents, especially the children. The legacy of improvements in that area would last for decades!

Respectfully,

Christiaan Abildso
Chair, Morgantown Pedestrian Safety Board
walkmgw@yahoo.com